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APPLE JUICE  
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# Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,532 號式十卷百伍千肆萬壹第 日四十月亥年十卷緒光 HONGKONG, TUESDAY, NOVEMBER 1st, 1904. 式拜禮 號宣人壹: 年肆零百九件壹英港香 PRICE, \$3 PER MONTH.

A. S. WATSON & CO.  
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THE LEADING CHEMISTS AND  
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CARRYING THE LARGEST AND  
NEWEST STOCKS OF EVERY RE-  
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THE HONGKONG DISPENSARY.  
ESTABLISHED A.D. 1841.

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SOLE AGENTS  
FOR THE  
WHITE HORSE CELLAR  
OLD BLEND  
WHISKY.

The Brand of the  
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COACHING DAYS  
Price Per 1 Doz. Bot. \$14.00  
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" 2 Gallon Jar 14.00  
[a1381]

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PRICES \$1.00 PER DOZEN  
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SPECIAL BLEND WHISKY  
Blend  
Selected  
Distillations of the  
Finest Scotch Whisky  
Apply to  
SIEMSSSEN & CO., Hongkong.

THE WINE GROWERS'  
SUPPLY CO.

RONALD RENNIE'S WHISKIES.  
Green Seal... \$12 per doz.  
Perfection... \$14 per doz.  
Finest Liqueur... \$16 per doz.  
BARBETTO & CO., Agents,  
Nos. 22 & 24, Bank Buildings,  
Queen's Road.

JUST ESTABLISHED:  
Telephone No. 467.

WING SUN & CO.,  
No. 54, QUEEN'S ROAD CENTRAL  
(Premises Formerly Occupied by Messrs.  
G. J. Gaupe & Co.)

HIGH-CLASS TAILORS & OUTFITTERS,  
SHIRT & BREECHES MAKERS.  
Fit, Quality, Workmanship Guaranteed.  
Prices Very Moderate.  
Now Showing—Latest Flannel Suits,  
New Stock of Ties, Straw Hats, Felt Hats,  
Panamas, Boots and Shoes, &c., &c., &c.  
Inspection Invited.  
Hongkong, 5th August, 1904.

MACAO  
AND  
CANTON  
HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG  
to MACAO, thence to CANTON and back to  
Hongkong, will be found interesting and  
enjoyable.

WM. FARMER,  
Proprietor.

THE LAHMEYER ELECTRICAL CO. LTD.  
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MAIL, Great Variety.

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CORELLI... \$1.75  
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Collins' Gem Pocket Dictionary... 0.80  
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Bartholomew's Pocket Atlas... 1.90  
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trated... 1.75  
Chambers' Mathematical Tables... 3.50  
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[a33]

THE FALCON TENNIS RACKET.  
Cheapest and Best in the Market.  
THE UNICORN TENNIS RACKET, BLACK GUT.  
SETS OF CRICKET FOR BOYS.  
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NEW VOLUMES:—CHATTERBOX, SUNDAY, THE  
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ESTABLISHED IN LONDON IN 1815.

SHIPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,  
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

C. P. & Co.'s INVALID'S PORT  
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassall.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY  
\$12.00 PER CASE.

DOURO PORT.  
\$15.00 PER DOZ.

A fine, full, and fruity wine.

THE ELITE OF WHISKY—  
THE "PALL MAIL,"  
\$21 PER DOZ.

AMOROSO SHERRY.  
\$20 PER DOZ.

LA TORRE SHERRY.  
\$17.00 PER DOZ.

A natural and most pleasant wine to the taste.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL  
BLEND WHISKY,  
\$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

BENEDICTINE LIQUEUR—  
D.O.M.,  
\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG.

KUPPER PILSENER BEER.

THE LEADING BEER IN THE FAR EAST.

BEWARE OF IMITATIONS.

SOLE AGENTS.

CALDBECK. MACGREGOR & CO.

15, QUEEN'S ROAD.

Hongkong, 26th October, 1904.

[a35]

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UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS

LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL

(Same Premises as Messrs. Ah Chee).

Hongkong, 15th August, 1904.

[a1026]

## CHOCOLATES

A BIG CHOCOLATE DEPARTMENT. THE MOST POPULAR IN TOWN  
ALL KINDS OF CHOCOLATES, AT LOWEST PRICES. THE FINEST  
HANDSOMELY-BOXED CHOCOLATES AS WELL AS THE SIMPLEST PURE  
CHOCOLATES. CHOCOLATES BY THE POUND OR BY THE BOX.

## SPECIAL FOR SATURDAY

DELICIOUS MIXED CHOCOLATES AND BON-BONS. JUST RECEIVED  
FRESH FROM CADBURY BROTHERS, \$1.00 PER POUND.

## WATKINS LIMITED,

CHEMISTS AND PERFUMERS,

WATKINS BUILDING, HONGKONG.

Telephone 314.

[a37]

## PO CHEUNG & CO.

昌寶

FURNISHERS AND UPHOLSTERERS.

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## OFFICE AND HOUSEHOLD FURNITURE,

GENERAL DOMESTIC GOODS, &c.

ORDERS EXECUTED PROMPTLY AND PUNCTUALLY.

TELEPHONE 460.

[a1708]

Hongkong, 1st November, 1904.

## LANE, CRAWFORD & CO.

TAILORING DEPARTMENT.

## AUTUMN AND WINTER SUITINGS

OF THE LATEST AND MOST FASHIONABLE STYLES.

EXPERIENCED LONDON CUTTERS  
ONLY EMPLOYED.

LARGEST AND BEST SELECTED STOCKS  
IN THE EAST.

SEE SPECIAL LIST.

Hongkong, 31st October, 1904.

## PEAK HOTEL.

Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.

Telephone No. 29.  
Town Office: 7, DUDDELL STREET.

[a141]

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if required).  
Electric Passenger Elevator to each floor.  
Table D'Hoté at separate tables.

For Terms, &c., apply to the MANAGER.  
Hongkong, 10th June 1903.

## CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near the Banks and Principal Offices.  
Excellent Cuisine and Wines.  
Large and Loftied Rooms. Handsomely Furnished.  
Hydraulic Elevator, hot and cold water throughout.

Special Rates for Tourists.  
Launch Service for Guests.  
For Terms, apply to the MANAGER.  
Hongkong, 31st October, 1902.

## BOA VISTA (HOTEL-SANATORIUM OF SOUTH CHINA)

HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place.  
All comforts of a home.

A most pleasant retreat for those desirous of a few days rest and quiet.  
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. One steamer (s.s. *Huayshun*), daily, to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Cable Address—BOAVISTA.  
For Terms, apply to THE MANAGER.

## CANTON HOTEL,

HO-NAM, CANTON.

NEWLY OPENED.

SITUATED on the River Front at Ho-nam almost facing Shamen.  
Rooms elegantly furnished, large and lofty, with spacious balconies. Excellent Position. Free from obnoxious surroundings.  
Boat always in attendance.

Telegrams receive prompt attention.  
Visitors to Canton should not fail to secure accommodation before leaving Hongkong.

## CHAN CHING KUEN,

Manager.

Canton, 27th October, 1904.

## CARLTON HOUSE HOTELS,

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the Club Entrant and the Waverley Hotel, have been thoroughly renovated and furnished in excellent style as Private Family Hotels.  
Cool Rooms, Comfort of Residents, and the Cuisine a specialty.

For terms apply—B. F. HOWARD, Manager.

Hongkong, 7th October, 1904.

## JAPAN COALS.

## MITSUI BUSSAN KAISHA MITSUI & CO.

HEAD OFFICE:—1, SUENGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
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New York, San Francisco, Hamburg, Bombay, Singapore, Soura-Jaya, Manila, Amoy, Shangha, Chefoo, Tien-tsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonosaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinots

## INTIMATION

A. S. WATSON & CO.,  
LIMITED

ESTABLISHED A.D. 1841.

We beg to notify our Customers and the Public Generally that we have now REMOVED our Large and Selected Stock of WINES and SPIRITS in Wood and Bottle to the Cellarage occupying the whole of the Space under ALEXANDRA BUILDINGS; and have now the LARGEST AND BEST STOCKED WINE VAULTS IN THE COLONY.

We are in a better position than ever before to meet our Customers' requirements. Casks of Sherry, Hogsheads of Whisky and Brandy, Pipes of Port, and Bottled Wines Maturing in Bins or packed in cases ready for export may be seen in every direction as far as the eye can reach.

Our Wines Vaults are well worth a visit, and we cordially invite any of our Customers to come and judge for themselves.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS,  
AND AERATED WATER MANU-  
FACTURERS, &c., &c.

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BIRTHS.  
On the 31st October, at The Homestead, Peak, the wife of E. H. SHARP, of a daughter. (2576)  
On 23rd October, at Soochow, the wife of Rev. R. A. PARKER, of a son.  
MARRIAGE.  
On 26th October, at Chefoo, CHRISTIAN VOLSENSEN, of the Great Northern Telegraph Co., to YVONNE D'ANVOY.

## The Daily Press.

HONGKONG OFFICE: 14, DESVŒUX ROAD, S.E.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, NOVEMBER 1ST, 1904.

With the highest respect for Mr. BALFOUR's abilities, and a firm conviction of the inherent honesty of his intentions, it is yet the case that his policy with regard to Russia is bringing the country dangerously near to an impasse from which war with Russia, and possibly with Germany, will afford the only means of honourable escape. Mr. BALFOUR is at one with the whole nation in his detestation of war, and of all wars of one with Russia, and this, not because of any love or affection towards Russia herself, but that neither honour nor advantage could possibly accrue from such a contest. Mr. BALFOUR has, however, as we lately pointed out, with all the strength of ACHILLES, his one pervading weakness. His mind is essentially philosophic; and this, though not necessarily a source of weakness, yet renders him disposed in the first instance to have too strong a belief in the power of reason. It is but seldom that reason has any strong directing influence in the affairs of nations, which are far more usually based on mere sentiment, and against such a condition philosophical argument can make but slow headway. We have before reflected on the small advantage of diplomatic intercourse with a Power like Russia, where the Power that places most reliance on the logical appeal to what we are accustomed to look upon as the fundamental principles of right and reason is at a distinct disadvantage. This fact, but half understood, is really at the base of most international troubles; what seems to the one plain and straightforward, to the other appears as a congeries of deceit and duplicity. No two nations persistently think in the same grooves; this is apparent even in the regions of science: more when the discussion turns to political topics. The thread of the argument is being continually interrupted by extraneous accretions gathered in its passage. When the Russian volunteer fleet

overhauled and took possession of the first British ships in the Red Sea an American ex-state-man in China tersely remarked: "This is riding for a fall." Admiral FREMANTLE, a man of action, instinctively grasped the situation in recommending that it should be treated as an act of piracy. Unfortunately Mr. BALFOUR saw in it a subject for remonstrance and discussion. In such a course Great Britain could but come to grief. Before the Crimean war England had always upheld the doctrine of the right of search: on the completion of the war she had unwillingly accepted the new doctrine that a neutral flag covered the enemy's goods—except, and the exception is noteworthy, contraband of war. But the declaration did not define what was contraband, and Russia pretended to have her own meaning of the phrase, in which she was bound to have many sympathisers. Mr. BALFOUR thus permitted the main question at issue to be set aside, and in consequence allowed himself to be drawn into a profitless controversy in which there was no defined basis for argument. It is probable that the course taken has been even more embarrassing for Russia than for England herself. The only question at issue at the moment was the status of the volunteer cruisers; Russia had taken on herself to commit an unfriendly, almost a hostile act, and expected that it would have been met by equally decisive measures on the other side. To have preemptorily demanded the release of the *Malakka*, and the dismantlement of the cruisers as warships would have been a perfectly intelligible course, and would have raised no embarrassing issues; it would, moreover, have had the effect of saving Russia's face. Russia had, in fact, overreached herself, she had carried on too far her game of bluff, and had been called upon by Japan to show her hand. Russia, relying on her military prestige, had entered on the war unprepared, and was taken at a disadvantage, and the issue was doubtful; yet without loss of that prestige she could not withdraw, nor could she in as many words acknowledge that she had been compelled by Japan. The same disability could not, of course, attach to her retiring her fleet before the sea power of Great Britain, and she could very well plead without loss of prestige that without the assistance of her fleet she could make no headway in her land combat with Japan. She had clearly at the time no understanding with Germany, and so the way to some understanding with regard to Manchuria was open: now, of course, all this is changed. The question of contraband of war, not at first involved, has become a crying question, and in this she finds a ready ally in Germany, at all times disposed to question the naval superiority of England. The time too has become opportune to recall the old understandings with Germany, and the attacks on British prestige have developed into a policy supported by a precedent to which the weakness of the British Government has itself been a consenting party. This it is that lends importance to recent doings in the North Sea. Here Russia has been pleading the ridiculous excuse that the sinking of British trawlers and the murder of their crews has proceeded from their having been mistaken for Japanese destroyers. Doubtless Russia has been led to take the last step through an apparently well-founded confidence that the same philosophical weakness, and disposition for palaver, instead of prompt action has proceeded from fear rather than policy, and that the old game may be tried on a nation which has forgotten that it ever was great.

It must be very satisfactory to the promoters of the Emigration scheme to find that notwithstanding the ignorant, and often self-interested opposition of a few native officials and native contractors for labour, the benefits of the scheme are becoming recognised, day by day, over a larger area; and that, even some of the Viceroy and Governors of Districts have gone out of their conservative ways to publish special proclamations on the subject, so drawing the attention of the people themselves to the many advantages of this Emigration system. Not alone is this so with regard to South Africa; but says the *China Review*, proposals have been made to supply Chinese labour on an extensive scale for the work on the Panama Canal, on such terms as will ensure the acceptance of this or some similar offer.

The river steamers *Chu Kong* and *Pak Kong* are for sale. The particulars are advertised.

The Victoria hair dressing saloon will shut up shop on the 1st December till further notice.

An advertisement in the Bank of Taiwan, Ltd, appears in another column. The Hongkong Office is at No. 4, Queen's Road.

The Hongkong Amateur Dramatic Club advertise "Dorothy" in another column. The first performance will be on the 19th inst.

Mr. H. H. J. Gomperts (Senior Police Magistrate) being still indisposed, Mr. J. H. Komp assisted Mr. F. A. Hazelton (Second Police Magistrate) with the cases yesterday.

Mons. N. Dupont, the Engineer of the Peking-Hankow railway, died at the Peking Hospital on 13th October, from heart disease.

A Russian paper proposes to compensate China for the loss of Manchuria by taking Formosa from the Japanese and restoring it to China!

A rumour gained currency in London last month that Viscount Hayashi, the Japanese Ambassador, would leave England for Japan on leave of absence early next year, and that it was unlikely that he would return.

Return of visitors to the City Hall Library and Museum for the week ending the 30th October, 1904, were 320 non-Chinese and 102 Chinese to the former, and 114 non-Chinese and 1,821 Chinese to the latter institution.

It is noteworthy that the alteration in the clocks makes an error in the public's estimate of time. To obtain the time of high and low water according to zone time 23 minutes 18 seconds should be added to the time given in the tables.

The Annual Session of His Majesty's Justices of the Peace will be held in the Justices' Room, at the Magistracy, on the 15th inst., at 2.30 p.m., for the purpose of considering applications for Publicans' and Adjunct Licences for the year 1904-1905.

A small dog belonging to a gentleman living in the French Concession at Tientsin went mad. It first drew attention to itself by running all over the house and yelping. It was eventually secured before it had done any damage, by throwing a bed quilt over it, after which it was throttled.

A German telegram stated that Russia now receives a very considerable part of her war material from England. English merchants preponderated in the furnishing of coal and meat for the Baltic squadron. As at first German shipping firms, so now the British, have sold to Russia a number of steamers.

Two Russian prisoners recently escaped from Matsuyama and attempted to steal a boat at Takahama with the object, it is said, of making their way to Vladivostock. They were captured and sentenced by court martial to imprisonment for three months with labour. The sentence will be served in Marugame prison.

A very anti-Japanese war correspondent named MacHugh said to a Tientsin interviewer: "What sickened me more than ever our bad treatment was a conversation I had with a high Japanese staff officer, who said that, when they had finished this war, and got back Manchuria and Sinkiang, they then would turn their attention to the German encroachments in China, and the American occupation of the Philippines."

It is reported in mandarin circles that the Ministers of the Waiwai have been lately conferring almost daily with Sir Ernest Satow with reference to the changing of the clauses in the Young-husband Treaty at Lhasa. The reply of the British Minister, it is stated, was that the clauses in that Treaty referring to railways, mines, and foreign intercourse were now so well known in Europe and Asia that it would be difficult to change them, but with regard to other clauses the diplomatic answer was that if he could do anything to modify them in accordance with the wishes of the Chinese Government he would do so with pleasure.

Mr. W. Kirstin, of the *Central News* and *London Graphic*, who has returned from the front, ascribes the attitude of the Japanese Government toward the reporters wholly to the carelessness of the American press in the selection of its men to "do the war." He says: "I attribute the refusal of the Japanese to allow the correspondents to leave Tokyo for the front solely to the fact that there were among them a lot of irresponsible American reporters, ignorant alike of war and of the duties of correspondents at all. But for their presence the trained and reliable correspondents and artists would have experienced no difficulty. As it is, they were sacrificed to the incompetents, and are for the most part coming home, for discrimination would be too delicate a task for the Japanese."

It must be very satisfactory to the promoters of the Emigration scheme to find that notwithstanding the ignorant, and often self-interested opposition of a few native officials and native contractors for labour, the benefits of the scheme are becoming recognised, day by day, over a larger area; and that, even some of the Viceroy and Governors of Districts have gone out of their conservative ways to publish special proclamations on the subject, so drawing the attention of the people themselves to the many advantages of this Emigration system. Not alone is this so with regard to South Africa; but says the *China Review*, proposals have been made to supply Chinese labour on an extensive scale for the work on the Panama Canal, on such terms as will ensure the acceptance of this or some similar offer.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following receipts from "Hospital Sunday" offerings:

St. John's Cathedral	8220
Union Church	145.80
To Tsai Chapel (L.M.S. Chinese)	98.27
Wesleyan Church, Wentsai	47.82
Volunteer Camp per Rev. C. H. Hickling	37.69
St. Stephen's Church (C.M.S. Chinese)	28.47
Wesleyan Mission Chinese Church	27.47
St. Peter's Church (Half Offer)	25.86
Peak Church	14
Anglican Mission Chapel	6.70
Yau-nati (C.M.S. Chinese)	4.39

The Naval Transport *Mercedes* did not bring any stores from Weihaiwei. She has come to load coal, etc., for the Fleet up north.

The only cases of communicable disease recorded at Hongkong last week were six Chinese cases of enteric fever and one Chinese case of diphtheria.

Chang Chi-tung has been rather called to book of late in consequence of his failure to support the Lien Fung Chu financially, and ever-watchful censors are ready, the *Peking Times* says, with suggestions of his secret disloyalty.

The bunt and wharves at Tientsin are absolutely crowded with goods, everybody trying to get in large winter stocks before the river is frozen up. The *China Review* is informed that business prospects are certainly better than they have been for some years.

A circular letter has been sent around, confirming that the adjourned meeting of members of the Kowloon Cricket Club will be held in the Seamen's Institute, Kowloon, on Wednesday next, the 2nd November, at 9 p.m., for the purpose of electing officers and passing the rules, etc., etc.

A collision occurred in the harbour on Sunday night. It appears that the launch *Ching Yih* was run into and sunk by the launch *Chung Yuen*. Both belong to the Yau-nati Ferry Company, and were on service at the time. The sunken launch has been raised and towed to the company's wharf. No lives were lost.

Sam Newman and "Baby" Smith, of the Royal Artillery, will meet in a 20-round boxing contest at the City Hall to-morrow night. The fight is for the welter-weight championship of China and side bet of \$500. There will be two preliminary contests—one of four rounds and one of eight. Mr. J. Christie is manager.

The Associated Chambers of Commerce of Japan have resolved to petition the Government in favour of the protection of industries and commerce, which must keep pace with the victorious progress of the war. They urge the granting of facilities for the ownership by foreigners of land and railways, the opening of Manchuria and Corea, the encouragement of emigration, and the attraction of foreign visitors.

It is understood that the s.s. *Inkula* and the *Katherine Park* have been chartered by Messrs. Gibb, Livingston and Company for the coolie emigration service to South Africa, the former taking the place of the *Tweddle*, released from charter. The s.s. *Sikh* sailed on Sunday for Chinawantao to take about 1,500 coolies to the Rand. She will be followed about the 5th inst. by the s.s. *Sofala*, the latter boat going to Chinawantao instead of Chefoo.

The *Kobe Chronicle* tells a story that should strike envy into the heart of the Hongkong Deforestation Department. It runs: "In how short a time a tree can be converted into a newspaper was proved recently at Elisenthal, in Germany. At 7.35 a.m. three trees were felled in an adjacent forest, stripped and taken to a local paper factory. By 9.34 the first sheet of paper issued from the machines. The printing works of the nearest newspaper were four kilometres distant. The paper was carried there in a motor-car at full speed, the presses set to work, and exactly at 10 a.m. the newspaper was ready printed. The whole process from the forest to the reader thus only took two hours and twenty-five minutes."

According to a Tokyo dispatch, now that the contract of Mr. Megata as the Financial Adviser to the Corean Government has been signed, the Japanese Government will make the protectorate of Corea an accomplished fact first of all in the financial administration and by means of the curtailment of the army expenditure, while the total abolition of expenditure of Corean Legations abroad will be immediately carried out. In other words, says the *Kobe Chronicle*, the Japanese Army will be quite sufficient for Corea, and Japanese diplomats are considered very well able to look after Corean interests. If true, this means that Corean "independence" is at an end. Hitherto the statement that the Corean Legations were to be abolished has been positively denied in Tokyo.

It must be very satisfactory to the promoters of the Emigration scheme to find that notwithstanding the ignorant, and often self-interested opposition of a few native officials and native contractors for labour, the benefits of the scheme are becoming recognised, day by day, over a larger area; and that, even some of the Viceroy and Governors of Districts have gone out of their conservative ways to publish special proclamations on the subject, so drawing the attention of the people themselves to the many advantages of this Emigration system. Not alone is this so with regard to South Africa; but says the *China Review*, proposals have been made to supply Chinese labour on an extensive scale for the work on the Panama Canal, on such terms as will ensure the acceptance of this or some similar offer.

The U. S. S. *General Alava*, destroyer, arrived from Amoy yesterday.

The Chinese gunboat *Chop Sai* arrived from Canton yesterday.

The U. S. S. *Callao*, gunboat, has left for the West River.

The French gunboat *Argus* has arrived from Canton. She is anchored at the Naval Anchorage.

H.M.S. *Moorhen*, gunboat, is due from the West River on the 3rd inst.

H.M.S. *Fearless*, third-class cruiser, is expected shortly.

It is expected that Shanghai will only be able to play Interport Golf Singles with Hongkong as Mr. J. H. T. McMonte is unlikely to come here with Mr. A. W. Walkinshaw. Mr. T. S. Forrest will play for Hongkong.

Messrs. C. W. May and N. J. Stabb won this week's professional pairs at the Hongkong Golf Club.

## THE WAR

[DAILY PRESS" SERVICE.]

"ENGLAND EXPECTS."

LONDON, 31st October.

The activity in British naval circles still continues. The various units of the Russian Baltic Fleet are under close observation.

Ten Russian vessels have arrived at Tangier. Admiral Rozhestvensky with four battleships is still at Vigo.

The channel fleet is expected to reach Vigo to-day.

## MINE DISASTER AT MOJI.

KOREA, 31st October.

The *Chioza* (?) *Maru* brought to Moji yesterday a mine which she had found at sea.

While being transferred to a lighter, it exploded, killing fifty, and wounding many more.

[JAPANESE OFFICIAL DESPATCH.]

## AN ENGAGEMENT AT HAITOUSHAN.

TOKYO, 29th October.

Marshal Oyama reports that a detachment of our right army attacked, on the 27th instant, the enemy on Haitoushan, consisting of two battalions of infantry.

The detachment met with stubborn resistance, but finally occupied Haitoushan and captured two machine guns.

On the 28th instant the enemy continued bombardading Haitoushan till the afternoon, and then disappeared.

There was another important engagement on the 28th instant.

[\*This was published yesterday in our early morning Extra.]

[REUTER'S SERVICE.]

## RUSSIAN OFFICERS TO BE ADEQUATELY PUNISHED.

LONDON, 29th October.

Mr. Balfe, speaking at Southampton, said that the matter had been referred to an international inquiry. Russia had ordered the detention at Vigo of the part of the Baltic fleet concerned. The officers responsible will not proceed to the Far East, but will be tried and adequately punished. Russia is giving orders which will prevent any recurrence.

(From Northern Papers)

## RUSSIAN REPORT.

Major-General Dessin, the Russian Military Agent in China, wants the papers to circulate the following nonsense:

FROM RUSSIAN HEADQUARTERS.

22nd October.

## ROYAL HONGKONG YACHT CLUB.

## OPENING CRUISE AND LADIES' RACE.—29TH OCTOBER.

These are official reports of recent yachting events.—There was a perfect afternoon for the first function of the yachting season. At about 2.30 p.m. the yachts began to muster in the water north of Murray Pier. From the Kowloon side came the *Dione* and *Vernon*; the Royal Artillery put in three boats, the *Dowen*, *Gloria*, and *Min*, the last unfortunately without any "fayre ladye" at the helm. The Royal Engineers sent two boats, the *Aileen* and the *Kathleen*, and the *Bonito* completed the list. Several cruisers also hovered about, luckily not Russian cruisers, or else there might have been some casualties to the little fleet.

The Commodore of the Yacht Club, the Hon. F. H. May, soon gave the signal to sail over to Stonocutter's Island, and with a nice breeze on the starboard quarter led the yachts over to the South Pier. The line ahead was not formed as usual on this occasion, but after a time they settled down to a proper procession.

Arrived at Stonocutter's Island, the *Stanley* was found with two markboats laid out for the starting line, and the following yachts got ready:—*Aileen*, Miss Bunny; *Bonito*, Miss Bird; *Chanticleer*, Mrs. Crawford; *Diana*, Miss Stella May; *Doreen*, Miss Wakefield; *Gloria*, Mrs. Ormiston; *Kathleen*, Mrs. Kent; *Vernon*, Mrs. Hastings. Punctually at 3.30 p.m. the Ladies' Race was started. Here the scene was very bright and pretty. All the yachts with their new paint in various hues of red, green, white, azure, and sombre black, were reflected in the smooth water and set against the dark background of fir trees on the island. Further to brighten the scene the Commodore started his little crimson-sailed skiff, which served as a focus of colour to the scene. But there was another side to the picture. Ugly black steamers vomiting clouds of smoke thought this an opportune moment for discharging their passengers on the pier, much to the trepidation of several fair-skinned who were trying to get their boats to start, and away to the east clouds were gathering, and steamers anxious to get away before Sunday were smoking all they knew and poisoning the clear air with their noxious fumes.

When the starting gun fired, the *Dione* was first away, and a light reaching wind soon wafted the boats to the turning point at the North Fairway Buoy, which was rounded in the following order:—

*Dione*, *Bonito*, *Vernon*; *Chanticleer*, *Aileen*, *Kathleen*, *Gloria*, *Doreen*.

Sheets were then flattened down for the beat to the Police Pier, and soon the *Aileen* crept up to second place. The wind gradually became light and fitful near Yau Ma Tei, and the yachts reached Kowloon Police Pier at the following times:—

H.	M.	S.	H.	M.	S.		
<i>Dione</i>	4	21	5	<i>Vernon</i>	4	23	45
<i>Bonito</i>	4	23	40	<i>Chanticleer</i>	4	25	50
<i>Kathleen</i>	4	25	0	<i>Aileen</i>	4	26	50
<i>Gloria</i>	4	23	8	<i>Doreen</i>	4	33	7

Corrected times:—

H.	M.	S.	H.	M.	S.		
<i>Bonito</i>	4	30	40	<i>Vernon</i>	4	23	45
<i>Dione</i>	4	21	5	<i>Aileen</i>	4	25	50
<i>Chanticleer</i>	4	21	50	<i>Gloria</i>	4	22	8
<i>Kathleen</i>	4	23	0	<i>Doreen</i>	4	27	7

The *Bonito*, steered by Miss Bird, therefore took the first prize, and the *Dione*, steered by Miss Stella May, the second prize.

The prizes were presented by Mrs. May on board the *Stanley* at the conclusion of the race.

## FIRST CLUB RACE.—30TH OCTOBER.

The morning opened dull and cloudy with very little wind; but soon after the race started the wind increased to a fresh breeze from the northwards, which continued until the races were finished.

The yachts started in three classes, viz.

I. The Championship Class for Yachts not over 25ft. linear rating Y.R.A. rules.

II. The One-Design Class, all built to the same design and about 25ft. linear rating Y.R.A. rules.

III. The Handicap Class, consisting of yachts which cannot sail in the above two Classes; all about 25ft. linear rating.

The First Class started at 1 p.m. zone time, and the others at 10 minutes interval. The Course was:—Start at Kowloon Police Pier, then to markboat off Chung Hua (starboard), then to North Fairway Buoy (starboard), back to markboat off Chung Hua (starboard), and finish at Kowloon Police Pier:—

Four boats started in the Championship class, viz., the *Aileen*, *Dione*, *Elspeth*, and *Vernon*. Spinakers were set, and they ran along slowly before a light easterly air. Presently, near the Empress steamer, it was seen that a puff from the northwards was coming over the water. The *Elspeth* was the first to find it, and went clean away from the rest. The *Vernon* and *Dione* were the next to feel it, and the *Aileen* did not get it until long after, the *Elspeth* then being nearly a mile ahead.

The wind gradually increased in force, which was too much for the *Elspeth*, which had to luff up to the stronger puff, and she was passed by *Dione* and *Vernon* at the west end of Stonocutter's Island. The

*Chung Hua* markboat was reached in 40 minutes from the start in the following order:—*Vernon*, *Dione*, *Elspeth*, *Aileen*. It was a reach down to the Fairway Buoy, and the boats could just back to *Chung Hua*, and the boats could just by their course direct from *Chung Hua* to the Police Pier. Near the Gaelic buoy, however, the wind suddenly became light and fitful, and *Elspeth* got a puff which looked as if it would take her past the two leaders. It did not, however, last long enough, and the line was eventually crossed as under:—

*Vernon*

*Elspeth*

*Aileen*

## ONE-DESIGN CLASS.

The one-design class sailed their first club race on Sunday, 30th October, over the same course as the championship boats. Only four turned out, *Elspeth* being the absent.

An excellent start was made, all four boats crossing the line abreast. *Bonito* to windward and *Kathleen* to leeward. *Kathleen* at first had somewhat the best of the reach down, but *Colleen* caught her at the markboat and they rounded together. *Colleen* with the inner berth. She increased her lead on the reach to the Fairway Buoy, and rounded about a minute ahead of *Kathleen*, who had by this time been caught by *Min*, but just managed to gybe round ahead of her. However, she let *Min* in to windward of her. On rounding the mark about the second time, *Colleen* had the misfortune to carry away her mast. *Min* rounded about 30 seconds ahead of *Kathleen* and *Bonito*, who were together. *Bonito* about a length behind. On the way home, *Kathleen* kept up to windward, and on *Min* going about just managed to cross her bows. The order then remained the same to the finish, the distances between the boats being somewhat increased.

## HANDICAP CLASS.

This race was chiefly remarkable for the fast time of the *Alannah* over this course. She sailed the 14 knots in a quarter of a minute under two hours, thus going at an average speed of over 7 knots an hour. The conditions were of course unusually favourable, viz., smooth water and strong, whole sail breeze. We were glad to see the *Doreen* under the new management looking up. She was for a long time the second boat in the race, and only dropped to third through her owner not knowing the harbour so well as the older hands in the other boats.

## AUDI ALTERAM PARTEM.

Under the caption "Unfortunate Cricketers," we published yesterday a story which referred to an interruption of the play on Saturday of the new Kowloon Cricket Club, and incidentally presented the three army officers referred to in a somewhat ungracious light. Having now heard the other side, we wish to make it clear that the whole affair was a misunderstanding, and that nobody had any real grievance against anybody. It would be plain to our military readers, in the first place, that the Kowloon cricketers were under a misapprehension as to which Parade Ground Captain Radford had given them permission to use. It seems clear now that they took the wrong ground altogether, and one that was already engaged for a hockey match between the Artillery and native troops. The place selected by them for their pitch happened to be the only part fit for hockey, so that the hockey players had some right also to feel injured. However, we are assured that, apart possibly from an expression of disappointment on the part of one of the younger cricketing enthusiasts, there was no unpleasantness and no ungraciousness at all. The adjustment of the controveys was arrived at quite amicably and with all courtesy.

## THE CHINA ASSOCIATION AT SHANGHAI.

The departure of Sir Charles J. Dudgeon on October 22nd for the trip home leaves a very sensible gap in Shanghai, which will not be filled until his return. A better authority on foreign commerce in China, especially on its statistical side, it would be impossible to find, and the Foreign Office recognised this when they made him a Treaty Commissioner with Sir James Mackay and rewarded him for his services with a knighthood. In the thirty years or so that he has spent in Shanghai, and in all the vicissitudes to which one who follows commerce is exposed here, Sir Charles has always been a most popular man, welcome in every society, a keen sportsman, and a man of intense public spirit, although, as far as our recollection goes, he was never a candidate for Municipal honours. No man ever better deserved a holiday, and it is a satisfaction to know that if Shanghai should be in need of a representative at home while he is there, we can rely on his services.

In the chairmanship of the China Association here, which he has so ably filled, he is succeeded

## CORRESPONDENCE.

## A SUGGESTION.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 31st October.

SIR,—Wednesday next is the day set apart for the dead. May I suggest, through the medium of your valuable paper, to the Hongkong Tramway Company that they would confer a great boon on the Roman Catholic community by placing a couple of cars between Clock Tower and Happy Valley, say from 4 to 6 p.m., to convey the intending passengers to and from in order that they may take part in the annual procession in the Roman Catholic Cemetery?

Thanking you in anticipation for the insertion of the above in your next issue.—Yours truly,

## EXPECTANTE.

A BOTTOMLESS BARGE.

The *s.s. James Brand*, which has a cargo of 5,022 tons of bulk petroleum on board, towed an 84-ton steel tank barge from Palembang, Sumatra. The barge recently grounded in Sumatra and damaged her bottom. The Captain of the *James Brand* had orders to tow her to Shanghai, but owing to peculiar circumstances will have to leave her at Hongkong. The fact is the *James Brand* has towed the bottom out of the little craft's fore hold, so when the hatches are removed, the "briny" can be seen right through the hull. The vessel is kept afloat by her water-tight tanks.

## REGISTRATION OF TRADE MARKS.

The Chairman of the Tientsin Chamber of Commerce has received a communication from the British Minister replying to the letter recently addressed to the doyen of the Diplomatic Corps, in which the Chamber asked for a postponement of the new regulations for the Registration of Trade Marks. The Minister states that he has already received representations from the Shanghai Chamber and has forwarded them by telegraph to His Majesty's Government. He advises British merchants who are apprehensive of their interests being injuriously affected should these regulations come into force unaltered on October 24th, but who are unwilling to pay the fee prescribed by regulation, to deposit, as far as practicable, with His Majesty's Consul General, duplicates of all trade marks belonging to them, whether registered in Great Britain or not, and to request him to transmit one of each to the Commissioner.

## DRINKABLE WATER AT PORT ARTHUR.

Recent reports concur in stating that drinkable water in Port Arthur is scarce, and allege that the principal source of fresh water has been captured by the Japanese. According to investigations carried out by a Japanese some years ago, the water supply comes from a spring at Falchiwang, some four miles north-east of Port Arthur. This spring is fed by five or six small ones, each measuring from five inches to one foot in diameter. The water is conducted into a reservoir and then conveyed to the city by iron pipes. Presuming that this reservoir has been captured by the Japanese, the Russians still possess eleven wells in Port Arthur. The water obtained from these wells contains more or less salt, lime, and sulphuric acid, and only four of them furnish drinkable water. Of the eleven wells, nine exist at Yuleikuan and the other two near Golden Hill.—*Peking Times*.

## COWARDLY RUSSIAN NAVAL OFFICERS.

There are limits, the N.C. *Daily News* remarks, to British meanness. What the British would have liked is to see orders sent immediately to our Channel and Mediterranean fleets to bring the Russian Baltic fleet back to Portsmouth, by force if persuasion failed. Probably force would not have been necessary; persuasion backed by the guns of British or any other ironclads would have been effective enough. It is evident that a fleet commanded by officers in a state of utter panic is a danger to everything about under whatever flag it may be. Commanders of ships who "are in every bush an officer," and in every sail a Japanese torpedo-boat, are not fit to be trusted with guns. The question concerns us in the East very closely. This Baltic fleet is as dangerous to shipping and commerce as a fleet of pirates would be, and if it ever succeeds in reaching the East, it will be a terrible menace to shipping, and will disorganise the whole trade on these seas.

## JAPANESE SARCASM.

It may be fairly surmised, says a Japanese correspondent of the N.C. *Daily News*, that General Kuropatkin's latest advance had a political motive, it being imperative that his armies must do something to redeem their reputation and restore the shattered prestige of their country. For immediate effect, greatly needed, he announced his purpose, prior to the actual operations, in much more bombastic manner than ever. The intelligence service of the Japanese armies is usually excellent, and Kuropatkin's latest move was no surprise to Marshal Oyama. The Tokyo papers fully appreciate the significance of the present combat of whole opposing armies, and question whether Kuropatkin is still able to explain away his latest defeat. In his recent proclamation the Muscovite leader declared that he had now received 100,000 reinforcements, 10,000 horses, and one million pounds of foodstuffs, and the time was ripe for the assumption of the offensive. The general retreat, now compelled by the Japanese, would not have been "pre-arranged."

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 31st at 11.40 a.m. The barometer has fallen slightly in the Philippines and near the estuary of the Yangtze, and risen at all other places.

Gradients are in consequence scarcely so steep as yesterday, but strong monsoon must still be expected in the Formosa Channel and over the greater part of the China Sea.

Forecast:—Fresh N.E. winds, overcast, fair.

## POLICE COURT.

Monday, 31st October.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

## LARCENY.

A youthful coolie, without employment, was charged with being in the unlawful possession of a type galley. A Chinese detective who saw the defendant with the article in the street arrested him as he could give no satisfactory explanation of how he obtained possession of it. The manager of the *Daily Press* proved the ownership of the property, which had the name of the office stamped upon it, and the defendant was sentenced to three weeks imprisonment.

## A LESSON TO JINRIKISHA COOLIES.

A jinrikisha coolie from the Kowloon Ferry Wharf stand was presented by Q.M. Sergt. Frampton, R.A., for refusing hire. In reply to the Magistrate the police stated that several complaints of this kind had been made to them at Kowloon, and the Magistrate, describing this conduct on the part of the jinrikisha men as intolerable, imposed a fine of \$5.

## BEFORE MR. J. H. KEMP (ACTING SECOND MAGISTRATE).

## ASSAULT.

An Indian police constable was sentenced to one month's hard labour for assaulting an Indian police sergeant.

## MARINE MAGISTRATE'S COURT.

Monday, 31st October.

BEFORE HON. CAPT. L. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

## A HUNGRY CREW.

An enquiry was held into the circumstances of a case of alleged gross neglect of duty by a coxswain and engineer of a steam launch "8 K." in the waters of the Colony on the 26th October.

S. Smith, boatswain in charge of the floating stock of the Hongkong and Whampoa Dock Co., said that on that day he sent the launch to the Cosmopolitan Dock, and to proceed from thence to Deep Water Bay. The defendants proceeded on this duty, and on return anchored at Aberdeen, remaining there some time. The defendant and crew all landed, lowering the boat, and left the launch without anyone on board. The launch was absent so long that the complainant took another launch to look for it. He found it in the fairway, and the coxswain informed him that they landed for "chow." This was unnecessary, as the launch was provided with cooking utensils. The coxswain had orders that whenever going to Deep Water Bay he must proceed outside Aberdeen. Complainant had been with him several times to show him the route he should take.

T. Hand, superintendent of Aberdeen Dock, said he noticed the launch made fast to the Dock Buoy

NOTICE.  
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until unexpired.

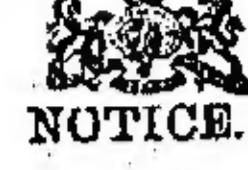
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies for Cash.

Telegraphic Address: PRESS, Codes: A.R.C., 5th Ed.

Liefer's.

P.O. Box, 38. Telephone No 12.

## NEW ADVERTISEMENTS



### NOTICE.

THE Annual Session of His Majesty's Justices of the PEACE will be held in the JUSTICES' ROOM, at the Magistracy, on TUESDAY, the 15th day of November, 1904, at 2.30 P.M., for the purpose of considering applications for Publicans and Adjunct Licences for the years 1904-1905, under Ordinance No. 8 of 1898.

Forms of application may be obtained at the Magistracy.

All applications must be forwarded to the Magistracy on or before Tuesday, the 1st day of November, 1904.

H. H. J. GOMPERTZ,

Police Magistrate.

Magistracy, Hongkong, 11th October, 1904. [2568]

### NOTICE.

We beg to inform our Customers that we will CLOSE our Shop from 1st December, 1904, until further notice.

VICTORIA HAIR DRESSING

HAIR SALOON.

Hongkong, 1st November, 1904. [2565]

### NOTICE.

THE Undersigned has taken over the Lease and Goodwill of the CONNAUGHT HOUSE HOTEL, from this date and will not be answerable for any Debts previous to this date.

KO PAN.

HONGKONG JOCKEY CLUB.

### NOTICE.

THE RACE COURSE WILL BE OPEN for TRAINING from TO-DAY (TUESDAY), the 1st November, 1904.

Members requiring Stand or Stable Accommodation during the forthcoming Training and Racing Season will oblige by applying to the undersigned before SATURDAY, the 14th instant.

By Order,

T. F. HOUGH.

Clerk of the Course.

Hongkong, 1st November, 1904. [2567]

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a Call of \$7.50 per Share has been made in respect of all Shares not fully paid up, and that such call is payable on 2nd January, 1905, at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road, Hongkong.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st November, 1904. [2573]

### TO LET.

NO. 38, ELGIN STREET, from 1st December. For particulars, apply to

DARTLY & CO.

Hongkong, 1st November, 1904. [2569]

THEATRE ROYAL

TO-MORROW (WEDNESDAY), 2ND NOVEMBER.

GRAND BOXING CONTEST

between

SAM NEWMAN

AND

"BABY" SMITH, For the Welterweight Championship of China.

20 ROUNDS! 20 ROUNDS!!

TWO PRELIMINARY BOUTS, ONE 4 ROUNDS AND ONE 8 ROUNDS.

Prices 55 (Stags Seats), \$3 \$2 and \$1.

Tickets may be had at all principal Hotels.

JAMES CHRISTIE,

Promoter.

Hongkong, 1st November, 1904. [2576]

HONGKONG AMATEUR DRAMATIC CLUB.

THEATRE ROYAL.

THE COMEDY OPERA ENTITLED

"DOROTHY"

IN THREE ACTS

Will be produced on the following dates:

SATURDAY, 19TH NOVEMBER, 1904.

TUESDAY, 22ND "

WEDNESDAY, 23RD "

THURSDAY, 24TH "

SATURDAY, 26TH "

MONDAY, 28TH "

Doors open at 8.30 P.M., curtain rises at 9 P.M.

The Booking Office (at The Royal Cinema) will be opened to GUARANTORS ONLY on 3rd November, and to the General Public on and after 5th November, between the hours of 9 A.M. and 4.30 P.M. each day.

Late trains quarter-of-an-hour after fall of curtain.

Stalls and Dress Circle... \$3.

Pit Stalls... \$2.

Pit... \$1.

A. CHAPMAN,

Business Manager.

Hongkong, 1st November, 1904. [2574]

## NEW ADVERTISEMENTS

BRITISH NORTH BORNEO GOVERNMENT.

WANTED, IMMEDIATELY.

QUALIFIED DOCTOR for Kidst.

Further particulars on application to—  
MESSRS. GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 1st November, 1904. [2570]

FOR SALE.

A SMALL Lot of Fine Old JAPANESE INROS, LACQUER, and PORCE-  
LAIN.

LOCK HING,  
Queen's Road Central.  
Hongkong, 1st November, 1904. [2571]

FOR SALE.

TWO Fast Twin-Screw Steamers

"CHU KONG"

Length ... 142 feet.  
Breadth ... 23 feet.  
Draught ... 6 feet.

Registered 280 tons. Built of Steel and  
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"PAK KONG"

Length ... 160 feet.  
Breadth ... 22 feet.  
Draught ... 8 feet.

Registered 260 tons. Built of Teak Wood.

For further particulars, apply to—  
42, WING LON STREET,

Hongkong, 1st November, 1904. [2572]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 3rd November, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by the undersigned.

No Fire Insurance has been effected.

DAVID SASSOON & CO., LTD.,  
Agents.

Hongkong, 31st October, 1904. [2575]

NOTICE OF REMOVAL.

MESSRS. F. BLACKHEAD & CO. have

REMOVED their business to the Ground Floor of ST. GEORGE'S BUILDING.

Hongkong, 27th October, 1904. [2536]

WANTED.

A RELIABLE CHINESE COMPA-

DORE, for a First-class Business

Must be able to give \$10,000 Cash Security.

Apply to—

"F. S."

Care of Daily Press Office.

Hongkong, 27th October, 1904. [2537]

NOTICE OF REMOVAL.

CO. COMPETENT LADY STENO-

GRAPHER and TYPIST. One used

to Secretarial Work preferred.

Apply by Letter stating terms, to—

MANAGER,

New York Life Insurance Co.,

Hongkong.

Hongkong, 31st October, 1904. [2556]

REMOVED IMMEDIATELY.

COMPETENT LADY STENO-

GRAPHER and TYPIST. One used

to Secretarial Work preferred.

Apply by Letter stating terms, to—

MANAGER,

New York Life Insurance Co.,

Hongkong.

Hongkong, 31st October, 1904. [2557]

GOVERNMENT OF BRITISH NORTH BORNEO.

REVENUE FARMS FOR 1905, 1906, 1907.

TENDERS will be received by the Secretary

to the Governor, Sandakan, on or before

the 15th November, 1904, for the following

Revenue Farms, for the year 1905, or for the

three years 1905, 1906, 1907.

OPUM FARMS.

SPICE LICENSE FARMS.

PAWNEEBOOKING FARMS.

GAMBLING RESTRICTION FARMS (North Borneo only).

For particulars, apply to—

MESSRS. GIBB, LIVINGSTON & CO.,

Hongkong.

Hongkong, 27th August, 1904. [2084]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from

the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:—

Lyman, on the 2nd November, in the direction

of the entrance to Junk Bay at ranges

from 600 to 6,000 yards.

Lyman, on the 4th November, in the direction

of the entrance to Junk Bay at ranges

from 600 to 4,000 yards.

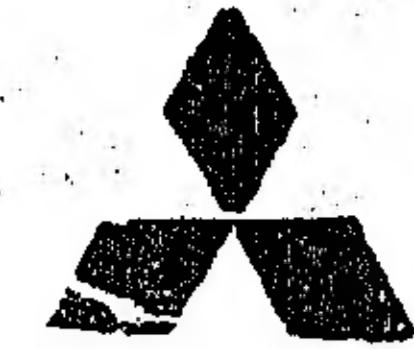
Devil's Peak, on the 4th November, in the direction

of Tung Lung Island at ranges

from 600 to 10,000 yards.

If the weather is unfavourable, Practice will be carried out on the following day.

Practice will commence daily at 9 A.M., and



MITSU BISHI GOSHI-KWAISHA  
(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.  
Cable Address, "IWASAKI,"  
which applies to all Branch Offices and Hong-  
kong and Shanghai Agencies.

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Arsenals; the Imperial Railway; Sanyo, Kintetsu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shiuwa, Nematsu, and Kani-Yamada Collieries and also Hoko Colliery, which will be ready to produce on a large scale the best Buzen Coal from 1905.

SOLE Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coal produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this will be produced in abundance and can be supplied in any quantity.

Hongkong, 26th April, 1904.



MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
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CODE WORD: "DOCK." NAGASAKI.  
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Used.

DOCK No. 1 (at TATEGAMI)  
Extreme Length... 523 feet  
Length on Blocks... 513 "

Width of Entrances on Top... 89 "

Width of Entrances on Bottom... 77 "

Water on Blocks at Spring Tide 268 "

DOCK No. 2 (at MUKAIJIMA)  
Extreme Length... 371 feet  
Length on Blocks... 350 "

Width of Entrances on Top... 66 "

Width of Entrances on Bottom... 53 "

Water on Blocks at Spring Tide 222 "

PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILDING  
AND MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE  
STEAMER, 712 TONS GROSS, FITTED  
with POWERFUL SALVAGE PLANT  
READY at SHORT NOTICE.

THE AMERICAN SYSTEM  
OF DENTISTRY

DR. M. H. CHAUN.  
37, DES VŒUX ROAD CENTRAL, HONGKONG  
From the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904.

SIENTING  
SURGEON DENTIST.  
No. 10, DAGUILLAR STREET.

TEEMES VERY MODERATE.  
Consultation Free.  
Hongkong, 21st March, 1903.

THE CIGARETTES OF THE  
FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.  
ALEXANDRIA & CAIRO, EGYPT.  
FINEST EGYPTIAN CIGARETTES.

TRADE MARK.

KARIM,  
Large Size \$5.00 per 100

Gold Tipped Medium Size

\$3.75 per 100

ZAFAR,

Large Size \$4.60 per 100

Medium Size \$4.20

THABIT,

Large Size \$3.00 per 100

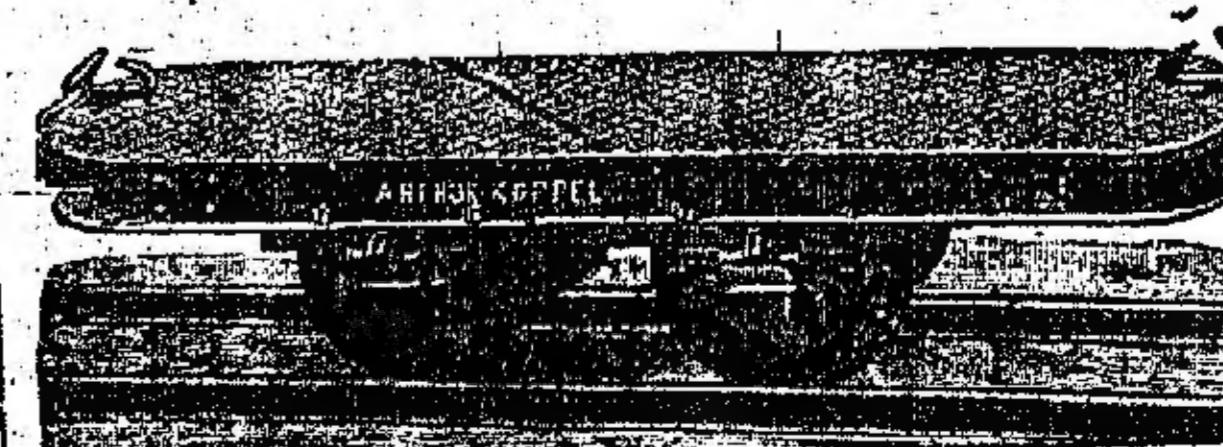
Medium \$2.75 per 100



SOLE AGENTS FOR HONGKONG:

KRUSE & CO., CONNAUGHT HOUSE.

1615] ARNHOLD, KARBERG & CO.  
LARGE STOCK  
OF  
LIGHT  
RAILWAY  
MATERIAL



Hongkong, 1st October, 1904.

It was one of the diversions of my constant wonder to pick out men of more than usually bold and intelligent countenance and watch them pass the test. Over and over again I have said of my selection: "Ah! he won't cross himself!" But in every case I have been disappointed.

Passengers in droschiks will stop their carriage on approaching an iconolatrous shrine, alight with the customary oblation, pay their devotions, and proceed with their drive, the driver having in the meantime diligently crossed and recrossed himself too. People passing on a wet day will put down their umbrellas to perform their pious gymnastic more devoutly in the rain. In a square, where three chapels were simultaneously visible, I have seen men who looked full of business pause in their haste to address hirsute worship to each of the three shrines in turn, and then hurry faster than before to make up for lost time. —The Clarion.

THE COALING OF THE BALTIc  
FLEET.

ENGLISH AND GERMAN VIEWS.

Those "small services" following upon the spontaneous demonstrations of German friend-ship which The Times of September 14 noted as signs of the Russo-German rapprochement find one essential particular striking confirmation in a series of official documents published by the Echo de Paris on September 25 from its St. Petersburg correspondent. M. Hatin throws significant light on the all-important question of the revivification of the Baltic fleet and on the attitudes of England and of Germany in the matter.

The question of coaling in neutral ports had been considered by the Russian Admiralty from the very outset of the war, and, according to M. Hatin, the Government early in April took measures to ascertain from Messrs. G. H. Colling and Co., the Dartmouth firm with whom it had a contract, whether there was any British regulation preventing more than one war vessel from entering that port. This information was solicited because the Russian Admiralty recalled the fact that during the Russo-Turkish war of 1877 the Governor of Ceylon had objected to two Russian war vessels entering Colombo simultaneously, and this right was accorded only after energetic protest from the Russian Consul. The Russian Admiralty now desired to know what construction would be put upon the words in Rule III. of Lord Lansdowne's Circular, "the nearest port of its country or a neutral port still nearer," and it gave an example. Suppose a war vessel from the Baltic going to the Far East with Port Said as its next port of call, would it be given coal enough to reach this port considering the fact that it was getting farther and farther from its own nearest national Baltic port, or would it be merely allowed to take in coal enough to return to Libau? Evidently, maintained the Russian Admiralty, the Black Sea ports would be the nearest, considering the direction in which the ship was going, or in fact Port Arthur, if it were bound for the Far East. Port Said was nearer than either, so that logically the vessel ought to obtain coal enough to take it to Port Said. The Russian Admiralty desired an explicit reply to the above question.

Then I noticed that the drivers of droschiks and other vehicles performed the same antics every time they passed a church, even while steering their horses through the most crowded parts of the thoroughfare; and that the pedestrians not only made the triple sign of the cross as they passed the holy image, but prostrated themselves in more or less devout oblation, bowing in most cases, not perfunctorily with head and shoulders, but with the whole body from the legs.

With the lower classes the observance, as far as I could see, was universal. Women of all ranks, too, followed the rule. Only the dandy officers and a sprinkling of well-dressed men made conspicuous exception.

Nor did my wonder grow less when we reached Moscow. Petersburg counts its religious buildings by tens, Moscow by hundreds.

Nowhere else on earth, surely, is to be seen so heterogeneous and barbaric a medley of multi-chromatic minarets, domes, and spires. Here Asia and Europe join hands in a fantastic cluster of coloured, onion-shaped cupolas suggestive of Indian pagodas; isolated steeples giving evidence of Mahomedan inspiration;

Byzantine crosses; Roman and Ionic columns;

mixed sometimes in the same indescribably grotesque edifice.

The most eccentric and barbaric of these religious buildings is the cathedral of Basil the Happy or of the Intercession of the Virgin.

The world surely contains no building so fantastic. It is situated on a stiff slope of the river in a vast open space outside the Kremlin's principal gate. Words cannot convey any idea of this architectural monstrosity's aspect. It violates every notion of harmony and beauty.

It is an artistic nightmare. Conceive a huddle of eight churches of various heights and dimensions, crowned, some with towers, and some with cupolas, surrounding a larger central church with a conical roof and a small cupola.

Its twenty cupolas are of all shapes and sizes and colours. The mass of the building is painted in blue and white stripes. The interior is a maze of little chapels gaudily gilt and painted, and connected by a bewildering series of doors and stairs. All day long, every day of the week, these tiny chapels, low-roofed, eaves dimly lighted with candles, are packed with worshippers, frequently crossing themselves, crawling on their knees, and tearfully kissing the feet of the painted saints. Inside and out, it is an amazing spectacle. It is said that Ivan Vassilievitch the Terrible, who built the cathedral to celebrate the taking of Kazan, was so pleased with the architect, that he sent for him, thanked him profusely, rewarded him prodigally, and had his eyes gouged out that he might never build another edifice like it.

Thus far the British standpoint. Admiral Rozhdestvensky had to apply elsewhere. The consequence is sufficiently shown in the extract published by Mr. Hatin from a letter written to the Admiral by M. Diedrichsen, of Kiel, who likewise had a contract with the Russian Admiralty. The M. Diedrichsen in question is the brother of Rear-Admiral Diedrichsen, of the German navy. It is not necessary to say more. The Kiel merchant assures the Russian Admiral

that international law permits his furnishing to that utilized during the voyage from Kronsstadt. But, he adds, "I would quite willingly provide a more considerable quantity, even outside the port of Kiel, and when you like. As in time of war there is no doubt that your Excellency desires to have as much coal as possible. I hope you will have all your vessels filled, and I shall be able to receipt of a telegram from you to have ready any quantity desired upon the arrival of the fleet." It should be said that M. Diedrichsen is likewise the Russian Consul, and that as such he is able to assure the Russian Admiralty that he is entirely at his service. M. Hatin publishes these facts without comment, but adds

the information that, while the official attitude of the French Admiralty is "assez réservé" towards this, no difficulties either in France or the colonies will be put in the way of the coaling of the Russian Baltic fleet. Two large French firms, one of which is that of Worms, have agreed to deliver the coal which may be required by the second Russian Pacific fleet.

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## SHIPPING.

ARRIVALS.  
GREGORY APCAR, British str., 2,961, J. G. Olfert, 3rd Oct.,—Calcutta 15th Oct. and Straits 26th. French Mail and General—David Sasoon & Co.  
JAMES BRAND, British str., 2,240, Torrance, 23rd Oct.,—Palembang 17th Oct., Bulk Oil—Moyer & Co.  
KWONGKANG, British str., 1,428, P. M. B. Lake, 31st Oct.,—Shanghai 27th Oct. and Swatow 30th, General—Jardine, Matheson & Co.  
LOONGKANG, British str., 1,092, I. Weigal, 31st October—Manila 28th Oct., General—Jardine, Matheson & Co.  
TYR, Norwegian str., 1,918, D. L. Danielsen, 30th Oct.,—Honay 27th Oct., Coal—Sander, Wieler & Co.  
VERNON, British str., 2,723, W. C. Haynes, R.N.R., 30th October—Moj 25th October, Coal—Bradley & Co.

CLEARANCE.  
AT THE HARBOR MASTER'S OFFICE.  
31st October.

Kwongkang, British str., for Canton.  
Polar, Norwegian str., for Soembaay.  
Tremont, British str., for Saigon.  
Tyr, Norwegian str., for Canton.

DEPARTURES.  
30th October.

THALES, British str., for Swatow.  
31st October.

CHOYSANG, British str., for Shanghai.  
HONGKONG, French str., for Haiphong.  
JAMES BRAND, British str., for Chinkiang.  
LICONGHONG, German str., for Canton.  
SIAOAI, German str., for Deli.  
YAMATEI, British str., for Victoria, &c.

VESSELS IN DOCK.  
31st October.  
ALKEREN DOCKS—Polar.  
VOW ON DOCKS—Likit, U.S.S. Fathomer.  
Sofala, H.I.G.M.S. Hertha, H.M.S. Vivago.  
Hinayang.  
COP METALIC DOCK—Dervent, Chentia.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"HALOONG,"  
Captain Mutton, will be despatched for the above ports TO-MORROW, the 2nd inst., at NOON.  
For Freight or Passage, apply to  
DOUGLAS LAPRAIK & CO.,  
General Managers.  
Hongkong, 31st October, 1904. [2563]

FOR SINGAPORE, PENANG AND CALCUTTA.

VIE Steamship

"ARRATOON APCAR,"  
Captain E. Fay, will be despatched for the above ports TO-MORROW, the 2nd inst., at 3 P.M.  
For Freight or Passage, apply to  
DAVID SASOON & CO., LTD.,  
Agents.  
Hongkong, 31st October, 1904. [2532]

NAVIGATION GENERALE ITALIANA.  
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO, taking cargo at through rates to PESCARA GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"  
Captain Maganzini, will be despatched as above on SATURDAY, the 12th inst., at NOON.  
At Bouray the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & CO., Agents.

Hongkong, 31st October, 1904. [4]

STEAMSHIP SERVICE TO NEW YORK VIA POETS AND SUEZ CANAL.

THE Steamship

"KENNEBEC,"  
will be despatched as above on or about the 12th inst.

For Freight or further information, apply to  
STANDARD OIL COMPANY OF NEW YORK,  
Oriental Freight Department.  
Hongkong, 14th October, 1904. [2439]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER,"  
Captain McIntosh, will be despatched as above on or about the 14th inst.

For Freight or Passage, apply to  
GIBE, LIVINGSTON & CO., Agents.

Hongkong, 22nd October, 1904. [2499]

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"  
Captain E. J. Page, of 1,088 tons, registered, is the newest, fastest and most luxuriously furnished steamer on the line, and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single Journey  
2nd ... 1.50  
Meals ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.

No. 216, Wing Lok Street.

Hongkong, 27th February, 1904. [17]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Saling from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1897.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	5th inst. Noon.
LONDON AND ANTWERP, VIA SINGAPORE, &c.	H.G.H. LEWELLIN	Brit. str.	P. & O. S. N. Co.	About 9th inst.	
LONDON, AMSTERDAM & ANTWERP	BENALDER	Brit. str.	Molnats	BUTTERFIELD & SWIRE	12th inst.
LONDON, AMSTERDAM & ANTWERP	JASON	Brit. str.	T. G. STEPHES	GIBE, LIVINGSTON & CO.	About 19th inst.
AMSTERDAM, LONDON & ANTWERP	TELEMACHUS	Brit. str.		BUTTERFIELD & SWIRE	22nd inst.
AMSTERDAM, LONDON & ANTWERP	DIOME	Brit. str.		BUTTERFIELD & SWIRE	6th Dec.
MARSEILLES & LONDON	ULYSSES	Brit. str.		BUTTERFIELD & SWIRE	20th Dec.
REEMEN, VIA PORTS OF CALL	P. ALICE	Brit. str.	P. Wetin	BUTTERFIELD & SWIRE	5th inst.
HAVRE & HAMBURG	BRISGAVIA	Brit. str.	Schulke	HAMBURG-AMERIKA LINE	9th inst. Noon.
HAVRE & HAMBURG	SEAVONIA	Brit. str.	Madsen	HAMBURG-AMERIKA LINE	13th inst.
HAVRE & HAMBURG	SEGOWIA	Brit. str.	Schoenfeldt	HAMBURG-AMERIKA LINE	29th inst.
HAVRE & HAMBURG	SENEGAMBIA	Brit. str.	Jaburg	HAMBURG-AMERIKA LINE	13th Dec.
HAVRE & HAMBURG	ARMENIA	Brit. str.	Forst	HAMBURG-AMERIKA LINE	27th Dec.
HAVRE & HAMBURG	C. FEED. LADISZ	Brit. str.	von Hoff	HAMBURG-AMERIKA LINE	11th Jan.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	R. Day	BUTTERFIELD & SWIRE	22nd inst.
NEW YORK, VIA PORTS & SUEZ CANAL	DODANUS	Brit. str.		BUTTERFIELD & SWIRE	20th Dec.
NEW YORK, VIA PORTS & SUEZ CANAL	KENNEBEC	Brit. str.		STANDARD OIL CO.	About 12th inst.
VANCOUVER, VIA SHANGHAI, &c.	ST. HUGO	Brit. str.	F. N. Evans	DODWELL & CO., LTD.	About 25th inst.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	R. Archibald	CANADIAN PACIFIC R. CO.	To-morrow.
VICTORIA (B.C.) & SEATTLE VIA N. SAKI, &c.	E. OF INDIA	Brit. str.	CANADIAN PACIFIC R. CO.	16th inst.	
VICTORIA (B.C.) & TACOMA VIA JAPAN	KEEMUN	Brit. str.	BUTTERFIELD & SWIRE	30th inst.	
PORTLAND, OREGON	G. D. MORRISON	Brit. str.	DODWELL & CO., LIMITED	17th Dec.	
AUSTRALIAN PORTS	ABARIA	Brit. str.	Bahlo	POETLAND & ASIATIC CO.	18th inst.
EXPIRE	EXPINE	Brit. str.	P. T. Helms	GIBE, LIVINGSTON & CO.	About 13th inst.
CANDIA	CANDIA	Brit. str.	H. E. Kitcat	P. & O. S. N. CO.	To-morrow, Noon.
ONSANA	KANSA	Brit. str.	JAEDINE, MATHEWSON & CO.	JAEDINE, MATHEWSON & CO.	3rd inst.
SOFALA	SOFALA	Brit. str.	W. Badley	BUTTERFIELD & SWIRE	5th inst.
CHUSAN	CHUSAN	Brit. str.	H. W. Kenrick	GIBE, LIVINGSTON & CO.	About 4th inst.
WHAMPOA	WHAMPOA	Brit. str.	P. & O. S. N. CO.	BUTTERFIELD & SWIRE	To-morrow.
CHANGCHOW	TRIUMPH	Brit. str.	A. Hansen	OSAKA SHOSEN KAISHA	9th inst. D. light.
TRIUMPH	TRIUMPH	Jap. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA	6th inst. D. light.
M. STRUVE	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSEN KAISHA	13th inst. D. light.
PROVIDENCE	PROVIDENCE	Jap. str.	C. Cornelius	OSAKA SHOSEN KAISHA	To-morrow, D. light.
HALOONG	HALOONG	Brit. str.	Matton	DOUGLAS LAPRAIK & CO.	To-morrow, Noon.
TAMING	TAMING	Brit. str.	Pennefathers	BUTTERFIELD & SWIRE	To-day.
LOONGSAM	LOONGSAM	Brit. str.	R. W. Almond	JADEINE, MATHEWSON & CO.	4th inst. 4 P.M.
RUBI	RUBI	Brit. str.	R. Rodger	SHEWAN, TOME & CO.	5th inst. 10 A.M.
ZAFIRO	ZAFIRO	Brit. str.	T. W. Garlick	DODWELL & CO., LTD.	12th inst. 10 A.M.
SUNGKJANG	SUNGKJANG	Brit. str.	E. Fay	BUTTERFIELD & SWIRE	About 2nd Jan.
A. APCAR	A. APCAR	Brit. str.	W. E. Sawyer	DAVID SASOON & CO.	5th inst.
HINSONG	HINSONG	Brit. str.	W. H. S. Hall	JADEINE, MATHEWSON & CO.	To-morrow, 4 P.M.
MAZAGON	MAZAGON	Ital. str.	Maganzini	P. & O. S. N. CO.	4th inst. Noon.
ISCHIA	ISCHIA			CARLOWITZ & CO.	12th inst., Noon.



## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 5th Nov., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 12th Nov., 10 A.M.

For Freight or Passage apply to

SHEWAN, TOME & CO., GENERAL MANAGERS.

Hongkong, 30th October, 1904.

116

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamship—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "TARTAR" ... 4,425 Tons. WEDNESDAY, 2nd Nov.

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons. WEDNESDAY, 16th Nov.

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons. WEDNESDAY, 14th Dec.

R.M.S. "ATHENIAN" ... 3,882 Tons. WEDNESDAY, 28th Dec.

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons. WEDNESDAY, 11th Jan.

Hongkong to London, 1st Class ... via St. Lawrence £20 via New York £62.

**OCEAN STEAM SHIP CO., LTD.**  
AND  
**CHINA MUTUAL STEAM NAVIGATION CO., LTD.**  
**JOINT SERVICES.**

**TONIGHTLY SAILINGS FOR LONDON AND CONTINENT.**  
**MONTHLY SAILINGS FOR LIVERPOOL.**

**TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.**

**OUTWARDS.**

STEAMERS	DUE
GLASGOW and LIVERPOOL... "DARDANUS" .....	On 1st November.
GLASGOW and LIVERPOOL... "DIOMED" .....	On 13th November.
GLASGOW and LIVERPOOL... "NINGCHOW" .....	On 26th November.
GLASGOW and LIVERPOOL... "KEEMUN" .....	On 28th November.

**HOMEWARDS.**

FOR	STEAMERS	TO SAIL
MARSEILLES and LONDON, LONDON, AMSTERDAM and ANTWERP	"ULYSSES" .....	On 5th Nov., Noon.
MARSEILLES and LONDON, AMSTERDAM and ANTWERP	"MACHAON" .....	On 12th November.
MARSEILLES and LONDON, AMSTERDAM and ANTWERP	"JASON" .....	On 22nd November.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON" .....	On 22nd November.
AMSTERDAM, LONDON and ANTWERP	"TELEMACHUS" .....	On 6th December.
AMSTERDAM, LONDON and ANTWERP	"DIOMED" .....	On 20th December.
GENOA, MARSEILLES and LIVERPOOL	"DARDANUS" .....	On 26th December.
	• Taking cargo for Liverpool at London rates.	

**TRANS-PACIFIC SERVICE.**

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and at PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"KEEMUN" .....	On 30th November.
For Freight, apply to	BUTTERFIELD & SWIRE, AGENTS.	

Hongkong, 29th October, 1904.

**NOTICES TO CONSIGNEES**

**NOTICE TO CONSIGNEES.**

**THE P. & O. S. N. CO.'s Steamer**

**"BANCA."**  
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., To-DAY, the 26th inst.

Goods not cleared by the 1st proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT.

Superintendent  
Hongkong, 26th October, 1904.

**OCEAN STEAMSHIP COMPANY, LIMITED,**  
**AND**  
**CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.**

**CONSIGNEES per Company's Steamer**

**"PYRRHUS."**  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The cargo will be ready for delivery from Craft or Godown on and after the 28th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 2nd prox.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 2nd prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th October, 1904.

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**NOTICE TO CONSIGNEES.**  
FROM YOKOHAMA, KOBE AND SHANGHAI.

**THE Company's Steamship**

**"TRISTESE."**  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 2nd November, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd November, will be subject to rent.

Bills of Lading will be countersigned by Sander, Wieland & Co., Agents.

Hongkong, 26th October, 1904.

**NOTICE TO CONSIGNEES.**

**THE P. & O. S. N. CO.'s Steamer**

**"CEYLON."**  
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on board:

From London, &c., ex ss. *Perseus*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., To-DAY, the 26th inst.

Goods not cleared by the 3rd prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT.

Superintendent

Hongkong, 26th October, 1904.

**OCEAN STEAMSHIP COMPANY, LIMITED,**  
**AND**  
**CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.**

**CONSIGNEES per Company's Steamer**

**"YANGTSE."**

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The cargo will be ready for delivery from Craft or Godown on and after the 30th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 4th prox.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 4th prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th October, 1904.

**COLD STORAGE.**

**THE HONGKONG ICE COMPANY, LTD.** have now 40,000 Cubic feet of Ice, Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.

W. M. PARLANE, Manager.

Hongkong, 18th November, 1904.

**NOT RESPONSIBLE FOR DEBTS.**

**NEITHER the CAPTAIN, the AGENTS NOR**

**THE OWNERS will be RESPONSIBLE**

**for any DEPT. contracted by the Officers**

**or the Crew of the following Vessels during the**

**stay in Hongkong Harbour.**

KIRKIE, British str., W. J. Dormody.

Dodwell & Co., Ltd.

Hongkong, 20th May, 1904.

**NOTICE TO CONSIGNEES**

**NOTICE TO CONSIGNEES.**

**THE P. & O. S. N. CO.'s Steamer**

**"BANCA."**

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., To-DAY, the 26th inst.

Goods not cleared by the 1st proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT.

Superintendent

Hongkong, 26th October, 1904.

**NOTICE TO CONSIGNEES**

**NOTICE TO CONSIGNEES.**

**THE P. & O. S. N. CO.'s Steamer**

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E. A. HEWETT.

Superintendent

Hongkong, 26th October, 1904.

**NOTICE TO CONSIGNEES**

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**THE P. & O. S. N. CO.'s Steamer**

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E. A. HEWETT.

Superintendent

Hongkong, 26th October, 1904.

## POST OFFICE NOTICES.

A further portion of the mail, despatched from Tacoma per s.s. *Cathay* on the 7th July last, consisting of four bags, including the registered mail, was received from Shanghai this morning.

As it is unlikely that any M.M. steamer will leave for Europe before the middle of December, all correspondence for Europe, etc., will be sent on by the first English or German mail.

The *Chusan*, with the English mail of the 7th ult., left Singap'ore on Sunday, the 20th ult., at 8 a.m., and may be expected here on or about Friday, the 4th Inst. This packet brings replies to letters despatched from Hongkong on the 6th September.

## MAILS WILL CLOSE

FOR	PER	DATE
Macao	Wingch'au	Tuesday, 1st, 7.00 A.M.
Canton	Hoiwan	Tuesday, 1st, 7.50 A.M.
Swatow, Singapore and Bangkok	Koishichang	Tuesday, 1st, 9.00 A.M.
Macao	Hengchuan	Tuesday, 1st, 1.45 P.M.
Manila	Ting-ting	Tuesday, 1st, 4.00 P.M.
Bangkok	Rajahuri	Tuesday, 1st, 5.00 P.M.
Amoy	Hong Bee	Tuesday, 1st, 5.00 P.M.
Kongmoon and Kunchuk	Takting	Tuesday, 1st, 5.00 P.M.
Nantao	Taiching	Tuesday, 1st, 5.00 P.M.
Samboe	Hoifu	Tuesday, 1st, 5.00 P.M.
Canton	Kinshau	Tuesday, 1st, 5.00 P.M.
Swatow, Amoy and Auping	Penidense	Tuesday, 1st, 7.00 A.M.
Macao	Wingch'au	Wednesday, 2nd, 7.30 A.M.
Canton	Hankow	Wednesday, 2nd, 7.30 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)		
Kobe	Ousang	Wednesday, 2nd, 11.00 A.M.
Swatow, Amoy and Tamsui	Hailong	Wednesday, 2nd, 11.00 A.M.
Macao	Hengshong	Wednesday, 2nd, 1.45 P.M.
Singapore, Penang and Calcutta	A-rueto Apur	Wednesday, 2nd, 2.00 P.M.
Ningpo and Shaw'hai	Whampoa	Wednesday, 2nd, 3.00 P.M.
Amoy and Shang'hai	Changchow	Wednesday, 2nd, 3.00 P.M.
Kongmoon, Kunchuk, Samshui, Shihching, Takting and Wuchow	Hongkong	Wednesday, 2nd, 5.00 P.M.
Nantao	Tuichin	Wednesday, 2nd, 5.00 P.M.
Samboe	Hoifu	Wednesday, 2nd, 5.00 P.M.
Canton	Powau	Wednesday, 2nd, 5.00 P.M.
Chefoo and Tientsin	Kinshau	Thursday, 3rd, 7.30 A.M.
Ningpo and Shanghai	Whampoa	Thursday, 3rd, 11.00 A.M.
Canton	Changchow	Thursday, 3rd, 4.00 P.M.
Singapore and Sourabaya	Hongkong	Friday, 4th, 7.30 A.M.
Manila	Takting	Friday, 4th, 7.30 A.M.
Manila	Rubi	Friday, 4th, 9.00 A.M.
Europe, &c., India via Tuticorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Cuba and Iloilo		
Singapore		
Canton		
Europe, &c., India via Tuticorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Manila		
Singapore, Penang and Bourbey		
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)		
TO-MORROW.		
Grand Boxing, Contest between Sam Newman and "Baby" Smith, Theatre Royal, City Hall, Concert by Orpheus Society, City Hall, 9 p.m.		

## COMMERCIAL.

## CLOSING QUOTATIONS.

31st October.

ON LONDON.—	Telegraphic Transfer	1.10 <sup>14</sup>
	Bank Bills, on demand	1.10 <sup>14</sup>
	Bank Bills, at 30 days' sight	1.10 <sup>14</sup>
	Bank Bills, at 4 months' sight	1.10 <sup>14</sup>
	Credits, at 4 months' sight	1.10 <sup>14</sup>
	Documentary Bills, 4 months' sight	1.10 <sup>14</sup>
ON PARIS.—		
	Bank Bills, on demand	1.42 <sup>14</sup>
	Credits, at 4 months' sight	1.26 <sup>14</sup>
ON GERMANY.—	On demand	1.88 <sup>14</sup>
ON NEW YORK.—	Bank Bills, on demand	.45 <sup>14</sup>
	Credits, 60 days' sight	.45 <sup>14</sup>
ON BOMBAY.—	Telegraphic Transfer	1.37 <sup>14</sup>
	Bank, on demand	1.38 <sup>14</sup>
ON CALCUTTA.—	Telegraphic Transfer	1.37 <sup>14</sup>
	Bank, on demand	1.38 <sup>14</sup>
ON SHANGHAI.—	Bank, at sight	71 <sup>14</sup>
	Private, 30 days' sight	72 <sup>14</sup>
ON YOKOHAMA.—	On demand	91
ON MANILA.—	On demand—Pesos	894
ON SINGAPORE.—	On demand	55 <sup>14</sup> p.m.
ON BATAVIA.—	On demand	114 <sup>14</sup>
ON HAI-FOONG.—	On demand	13 <sup>14</sup> p.m.
ON SAIGON.—	On demand	13 <sup>14</sup> p.m.
ON BANGKOK.—	On demand	62 <sup>14</sup>
SOVEREIGN'S, Bank's Buying Rate	\$10.70	
GOLD LEAF, 100 fine, per tael	\$56.35	
BAE SILVER, per oz.	26 <sup>14</sup>	

## OPIUM.

28th October

Quotations are—	Allowance not to 1 cent per pound.
Malta New	\$1070 to \$1100 per picul.
Malta Old	\$1140 to \$1160
Malta Older	\$1230 to \$1250
Malta V. Old	\$1270 to \$1300
Persian fine quality	\$890 to —
Persian extra fine	\$970 to —
Fatua New	\$1170 to — per chon.
Fatua Old	\$8 to —
Banars New	\$1132 to —
Banars Old	\$8 to —

## VESSELS EXPECTED.

THE ENGLISH MAIL. The P. & O. s.s. *Chusan* left Singapore on the 30th inst. for this port, due here at 8 a.m. on Friday next.

## THE GERMAN MAIL.

The I.G.M. steamer *Princess Alice* left Kobe via Nagasaki and Shanghai on the 3rd Oct., and may be expected here on Tuesday, the 8th November.

The I.G.M. steamer *Preussen* left Colombo on Saturday, p.m., and may be expected here on Wednesday, the 9th Nov.

## THE AMERICAN MAIL.

The P.M. steamer *Siberia*, from San Francisco to the 7th Oct., via Honolulu, left Yokohama for this port via Kobe, &c., on the 26th Oct., a.m.

The P.M. steamer *Mongolia*, from San Francisco to the 13th Oct., via Honolulu, leaves Yokohama for this port via Kobe, &c., on the 1st Nov., and is due here on or about the 12th Nov.

## MERCHANT STEAMERS.

The O.S.S. & C.M. steamer *Dardanel* left Singapore on the 27 Oct., at daylight, and is expected here to-day daylight.

The N.D.L. steamer *Borneo* left Sandakan on Friday, at 1 p.m., and may be expected here to-morrow a.m.

The Bel Line steamer *Berowah*, from Antwerp and London, left Singapore on the 28th Oct., for this port, and is due here to-morrow.

The N.D.L. steamer *Borneo* left Singapore on the 29th Oct., and may be expected here on the 4th Nov.

The O.S.S. & C.M. steamer *Ulysses* left Shimone-otsu on the 30th Oct., at 5 p.m., and is due here on the 4th Nov.

The O.S.S. & C.M. steamer *Machao* left Kots on Monday daylight for Hongkong via Shanghai, and is expected here on the 5th Nov.

The A.A. steamer *Kish*, from New York, left Singapore on the 23rd Oct., and is due here on the 7th Nov.

The P. & A. steamer *Arabia* arrived at Yokohama on the 30th Oct., and may be expected here on the 1st Nov.

The A.A. steamer *Massapequa* left New York on the 1st Oct., and is due here on the 29th Nov.

The Barber Line steamer *Shimosa* left New York on the 14th August.

The steamer *Richmond Castle* left New York on the 23rd Oct.

The C.J.A. Line steamer *Bris Sgian* left Sydney via Brisbane and New Guinea for Hongkong on Saturday, the 29th Oct., at 2 p.m., and is expected here on or about the 21st Nov.

THE ENGLISH MAIL.

The P. & O. s.s. *Chusan* left Singapore on the 30th inst. for this port, due here at 8 a.m. on Friday next.

## THE GERMAN MAIL.

The I.G.M. steamer *Princess Alice* left Kobe via Nagasaki and Shanghai on the 3rd Oct., and may be expected here on Tuesday, the 8th November.

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## JOINT STOCK SHARES.

Hongkong, 31st October.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shui.	\$125	\$700, sellers L'don, 269 10s.
Nat'l. Bank of China	28	\$39
B. Shares	28	\$39
Foun. Shares	21	\$10, buyers
Insurance—		
Union	\$100	\$800, buyers
China Traders	25	\$60, buyers
North China	25	\$10, buyers
Yangtze	40	\$145
Canton	60	\$255, sales & rel.
Hongkong Fire	50	\$835, buyers
China Fire	90	\$100, sales & buy.
Steampack Cos.—		
Printed Matter and Sam-		
pleas...	10.00 A.M.	
Registration...	10.00 A.M.	
Registration, with late-fee of 10 cents, up to	10.45 A.M.	
Letters...	11.00 A.M.	
Printed Matter and Sam-		
pleas...	10.00 A.M.	
Registration...	10.00 A.M.	
(Registration, with late-fee of 10 cents, up to	10.45 A.M.)	
Letters...	11.00 A.M.	
Printed Matter and Sam-		
pleas...	10.00 A.M.	
Registration...	10.00 A.M.	
(Registration, with late-fee of 10 cents, up to	10.45 A.M.)	
Letters...	11.00 A.M.	
Printed Matter and Sam-		
pleas...	10.00 A.M.	
Registration...	10.00 A.M.	
(Registration, with late-fee of 10 cents, up to	10.45 A.M.)	
Letters...	11.00 A.M.	
Printed Matter and Sam-		
pleas...	10.00 A.M.	
Registration...	10.00 A.M.	
(Registration, with late-fee of 10 cents, up to	10.45 A.M.)	